## Agenda Item No. 9.0



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## **MEMORANDUM**

To: Regional Coordinating Committee

From: CMAP Staff

**Date:** June 6, 2012

**Re:** Connecting Transportation and Land Use through the Central Lake

County Corridor: IL 53 and 120

In September 2011, the Illinois Tollway convened the 53/120 Blue Ribbon Advisory Council (BRAC) with the intent to provide consensus on whether the Tollway should construct the 53/120 facility and, if so, what the design, scope and financing of the project should be. On May 18, 2012, the BRAC approved a consensus document that addressed roadway design, environmental performance standards, financing, and corridor-wide land use and transportation planning. The BRAC and consensus document represent a significant step forward for the project, representing the first time the environmental groups, community leaders, transportation providers, economic development advocates, and other major stakeholders have agreed on the need and a design solution for the 53/120 project.

The consensus document is available at: <a href="http://www.frego.com/route53/">http://www.frego.com/route53/</a>

Other documents related to the work of the BRAC are available on the Tollway's website at: <a href="http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-blue-ribbon-advisory-council">http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-blue-ribbon-advisory-council</a>

During the BRAC process, CMAP staff provided significant assistance to the council as a whole and to the Mobility & Finance, Design & Land Use, and Environment & Sustainability working groups. Randy Blankenhorn served as a member of the BRAC and chaired the Design & Land Use working group. CMAP staff also provided significant assistance in the form of:

- Traffic modeling
- Environmental design and performance standards
- Analysis of the impacts of future land use planning on the proposed facility and local communities.
- Analysis of innovative financing approaches

- o Value Capture
- o County-wide funding mechanisms
- Utilization of TIFIA

This assistance had a strong impact on the recommendations of the BRAC and carried through into major recommendations of the consensus document. The most significant recommendations that grew from CMAP's work include:

- Use of congestion pricing on the facility
- Focus on environmental "hot spots" for environmental performance standards
- A corridor-wide Land Use, Transportation, and Open Space Plan
  - CMAP should lead the plan in partnership with the Tollway, Lake County stakeholders and local municipalities
  - o Incorporate market feasibility as well as a balanced approach toward economic development, community character and environmental goals
  - As a first step, local municipalities should partner in an application to CMAP's Local Technical Assistance program
- Local Funding Contributions
  - o Value Capture from corridor-adjacent municipalities
  - o Countywide revenue sources

**ACTION REQUESTED: Discussion** 

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